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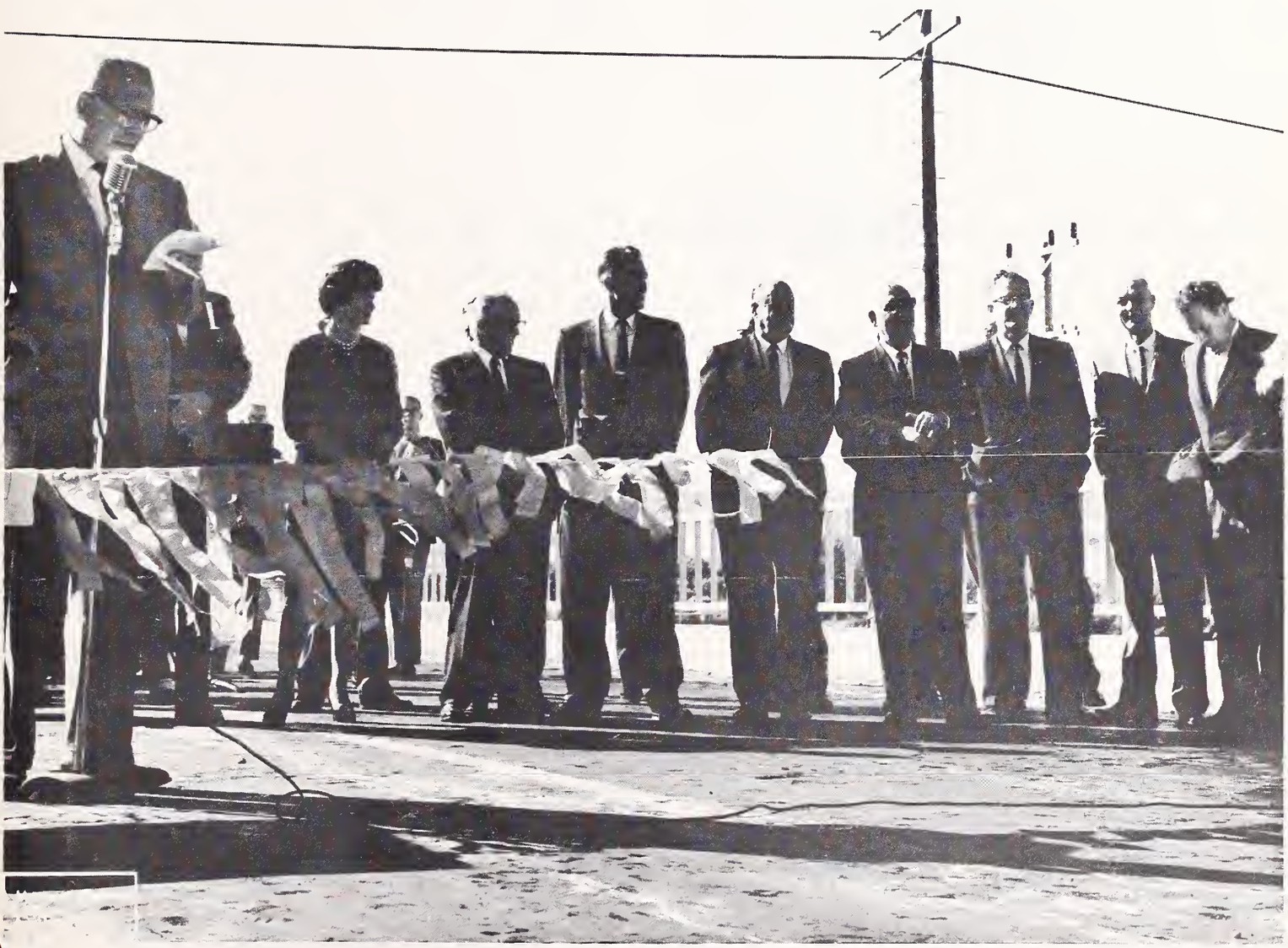
THE CENTER LINE

MONTANA HIGHWAY COMMISSION

Vol. V., No. 8 September, 1962

One of the pleasant duties performed by members of the Highway Commission and the Engineers of the Department is to dedicate and open new roads for the public's use.

Such was the duty performed on Friday afternoon, Sept. 14, at Livingston, when a new 11.8 mile section of Interstate 90 was dedicated. Built at a cost of nearly $5.5 million, the new highway will greatly facilitate the movement of traffic around the City of Livingston. The new, four-lane highway, is in itself a thing of beauty, and the view afforded to the traveler from the plain above Livingston, is superb.



Chairman Arnold Pavey of the Livingston Chamber of Commerce Highway Committee had lots of important guests on his program Friday at the dedication of the new highway. Hidden partially in back of Arnold is Jack Hallowell, Executive Secretary to Gov. Tim Babcock, Mrs. Montana, Jay McLaughlin, Bud King of King and McLaughlin, contractors for the grading and surfacing of the new highway; Fred Quinnell, State Highway Engineer; Roy L. Sorrells, Chairman of the Highway Commission; E. H. Cowan, Division Engineer for Montana of the Bureau of Public Roads; former Highway Commissioner Les Swanson; and Governor Tim Babcock.

AWARD SHEET — Letting August 29, 1962

Project No.	Amount of Bid	Bidder	Address
I 90-1(17)75 U1 & I 90-2(13)78 U1—Alberton E. & W. & Alberton E. (Road) Mineral and Missoula Counties	$1,304,345.01	Nilson-Smith Construction Co.	Great Falls
I 90-1(17)75 U2 & I 90-2(13)78 U2—Alberton E. & W. & Alberton E. (Bridges) Mineral and Missoula Counties	$ 115,982.81	Pew Bridge Company	Missoula
I 90-1(17)75 U3 & I 90-2(13)78 U3—Alberton E. & W. & Alberton E. (Fence) Mineral & Missoula Counties	$ 47,093.50	Tschache Bros.	Bozeman
F 193 (12)—Culbertson-Plentywood—(Road) Sheridan County	$ 703,716.82	Richardson Construction Co.	Miles City
F 33 (31)—Grass Range-Malta (Bridge) Fergus County	$ 86,411.44	Morgen & Oswood Const. Co., Inc. and Affiliates	Glasgow
S 207 (3)—Busby-Wyoming Line (Road) Big Horn County	$ 247,377.39	Empire Sand & Gravel Co., Inc.	Billings
SMP 3299-62—Various (Crsh. & Stock Pile) Granite, Lake, Missoula, Ravalli and Sanders Counties	$ 225,445.00	Mountain Construction, Inc.	Missoula

Total for Month—$ 2,730,371.97
Total for Year—$24,959,912.21

AUTO NUMBERS CONTINUE TO INCREASE

Registered vehicles using the highways of the nation are expected to increase to over 78½ million by the end of 1962. The number reached 75.8 million in 1961. Passenger cars account for 65,644,000, while trucks and busses add another 12,987,000.

California leads the nation with 8.5 million vehicles, while New York is second with 5.4 million, followed by Texas, Pennsylvania and Ohio with over 4 million each. Illinois and Michigan each have over 3 million, and New Jersey, Florida and Indiana have over 2 million. Eighteen states, including Colorado for the first time have over two million. Alaska, Nevada and Vermont are at the other end of the scale, with less than 200,000. Montana has 273,000 autos and 126,000 trucks and busses for a total vehicle registration of 399,000. This is an estimated increase of 2.7 percent over 1961. The national average increase is 3.7 percent.

ACCIDENT REVIEW BOARD ESTABLISHED

In an effort to further reduce highway department vehicle accidents, and to give recognition to those who do not have accidents, an Accident Review Board will be established in each Division. The board will review all accidents and determine if the accident is chargeable or not to the operator's driving record.

Each board will be composed of three Division Employees and the Safety Coordinator.

Earl Parsons, long-time Right-of-Way Engineer for the Montana Highway Department, will retire October 1, after about 37 years of service. Mr. Parsons was one of the first employees of the right-of-way division, and it was under his direction that the right-of-way division grew to the size it now occupies. He also engineered the decentralization of the division, whereby each District has its own right-of-way section. When the new Utilities Section was established, Mr. Parsons was selected to head the new section, and has been in charge of utilities until now.

CONTRACTS, CONTRACTS, CONTRACTS!

2,918 Highway Contracts let in Nation the first half of '62. Rex Whitton, Federal Highway Administrator says that a total of 2,918 bridge and highway improvement contracts were awarded by the states during the first half of 1962. The bids averaged $452,000, with the median size about $152,000. They varied from less than $25,000 to just under $13,000,000 with an equitable distribution throughout the entire range. Twenty-five percent of the contract low awards were for less than $50,000, while seventeen percent were between $50,000 and $100,000. Twenty-three percent were between $100,000 and $250,000, and thirteen percent were between $250,000 and $500,000. Nearly nine percent were between one-half million and one million dollars, while nearly 8 percent were between one and two million, and slightly more than 5 percent exceeded $2 million dollars.

Maurice RiChey, wno has served as Traffic Engineer for the past 16 years, resigned as of Sept. 1, to accept an overseas job with the Bureau of Public Roads in Africa, overseeing the construction of highways in the vicinity of Khartuum in The Sudan.

Fred Wells, who succeeds Walker Brown as Secondary Roads Engineer, who resigned on Aug. 1, has adapted nicely to the new job, and is keeping busy in planning with the County Commissioners of the 56 counties in improving the Secondary System.

'62 CONSUMPTION OF GAS UP IN MONTANA

Each month, from our record keepers, the Planning Survey Division, and from our Accounting Division, we are advised as to how many gallons of gasoline are used in Montana each month.

So far for 1962, the consumption of gas is up 5.2 percent, as compared with a national increase of 3.9 percent. It is estimated by the Bureau of Public Roads, Washington office, that a total of 285,876,000 gallons of gasoline will be consumed in Montana during 1962. This figure ranks considerably under California's 6.1 billion; New York and Texas' 4 billion and 21 other states that use over a billion gallons per year.

Montana drivers, however, get good mileage in the good clean air, as the average consumption of gas per vehicle is only 716 gallons, compared to the national average of 783 gallons.

NEW, PORTABLE CORE DRILL, GETS INTO OUT-OF-WAY PLLACES

By Chet Dreher

Seal Clements of the materials section can be likened to a "tool pusher" on an oil rig in that he has three drill crews. Unlike a tool pusher, Clements' three crews are likely to be located in different areas throughout Montana.

The drillers' job is usually to find the type of material at a proposed bridge site by core drilling. The cores are then studied and the design of the bridge is, in part, predicated upon this information.

Recently the Highway Department acquired a new, small portable drill, to core in spots conventional drill trucks cannot reach. The drill recently received its baptism at the site of a new Interstate bridge a few hundred feet downstream from the present scenic bridge west of Alberton.

To negotiate the steep canyon walls the drill and pumps are lowered to the bottom, via a winch. The men go up and down, aided by a rope, where a slip could hurl a man to the rocks below or into the raging white water of the Clark Fork River.

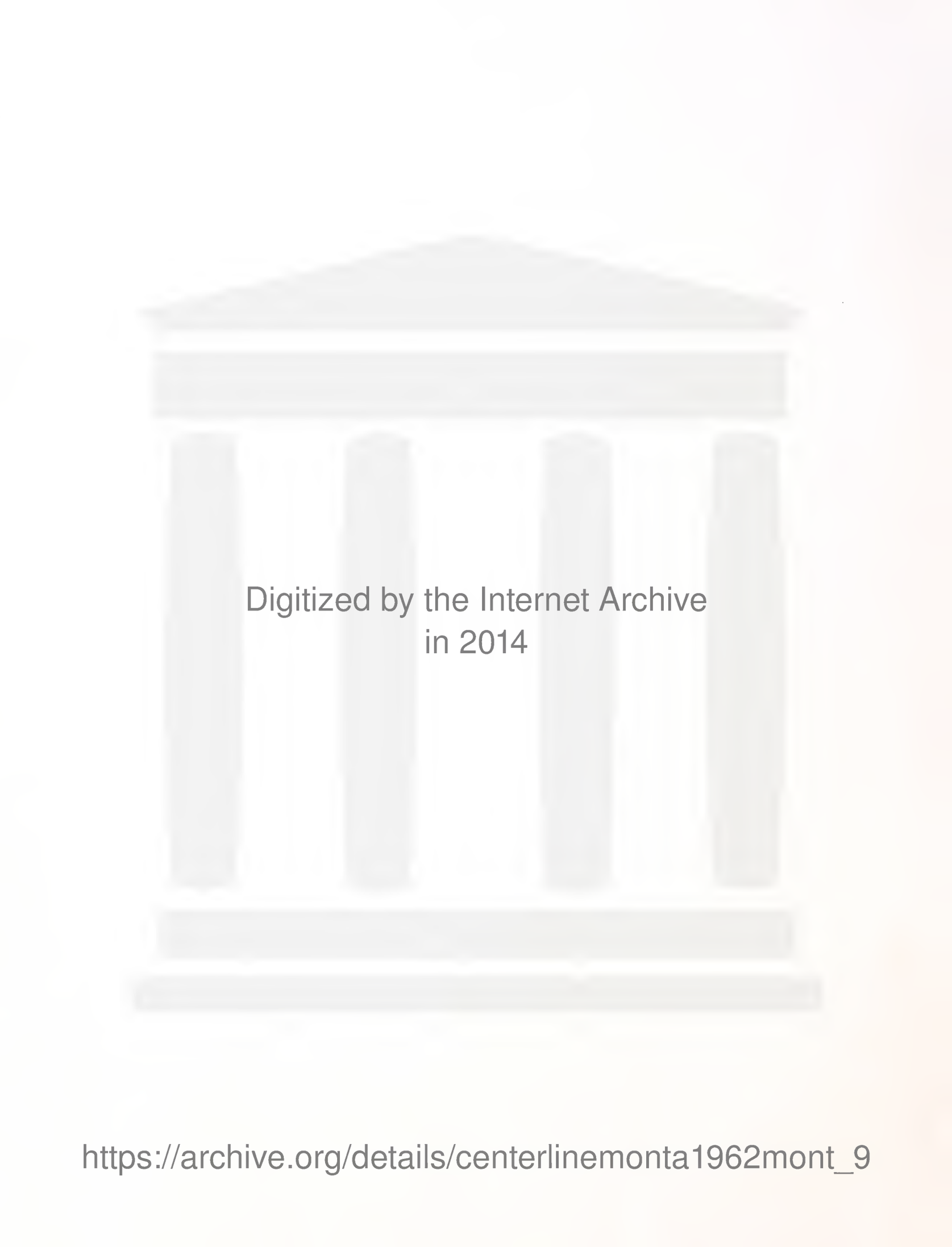
Two pumps lifted water to within a few yards of the drill. The pump within the drill took the water from there, forcing it into the hole to lubricate the diamond bit and wash away the cuttings. "Without water," said Clements, "the diamond drill bit would last only a few revolutions." The drill is forced down into the rocks by hydraulic pressure. The driller accomplishes this by means of a handle which he is constantly pumping.

The noise from the river, plus the three small engines, makes talk impossible except by yelling into the communicants ear. However, working together year around made talk almost unnecessary among the crew. All four knew their job, and went about their work without benefit of instruction.

While the drill was making a hole, the cores were being logged, packaged and readied for shipment to Helena. One man was busy seeing to the care of the pumps, while another prepared new drilling sites. One of the latter was in a fantastic setting dut out by hand on the face of the canyon wall. The working area was perhaps no more than four feet square. It was reached by a series of switchbacks laboriously hacked into the rock with picks, adz and shovel.

As Clements explained, if firm footings can be found close to the river's edge, the bridge span will be reduced. Short spans cost less money and justify the operation.

On the following two pages you will find a group of pictures illustrating this crew's work.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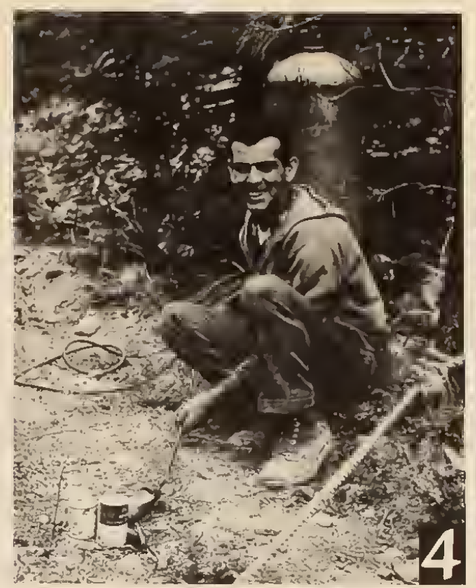
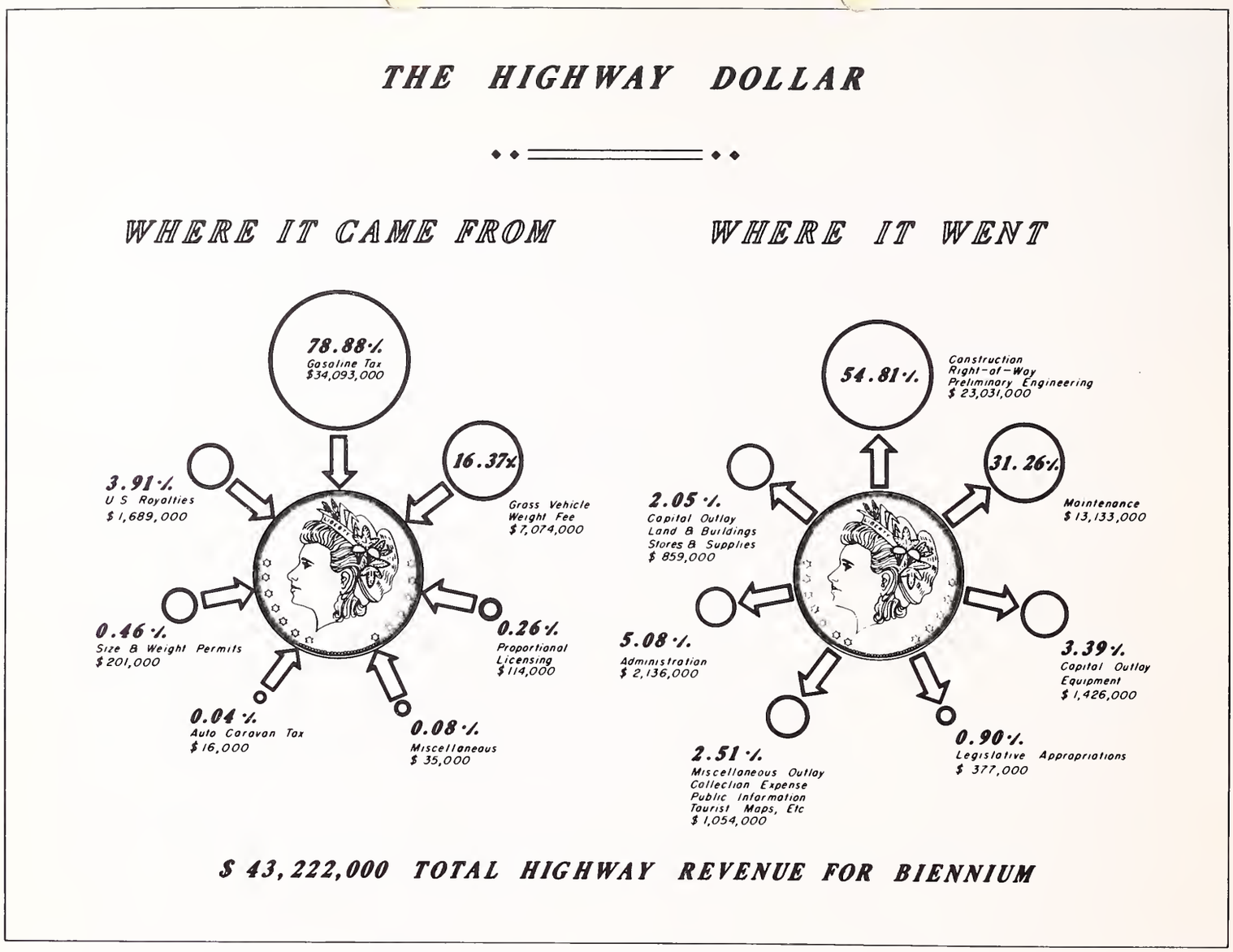


(1) William Albright, driller, operates the winch on the drill truck to raise a sled loaded with drilling equipment up the canyon wall. (2) Albright commences a coring hole to find firm footings for a new Interstate Bridge at this site west of Alberton, a few hundred yards downstream from the present scenic bridge. (3) John Horeack and Harvey Wilke ease the sled load of equipment over a rock ledge. Both men hang on to the line at the right to keep their footing. (4) Jerry Rogan believes in hot lunches. Here he is shown heating oyster stew with a butane torch. The stew came to a boil quickly and was said to taste excellent. (5) Seen here in the background is the present scenic bridge west of Alberton, which is to be replaced. The step canyon walls and rugged area where the crew worked is evident in this view. (6) The full crew is used to pull the pipe and break the joints. The drill is capable of taking up to 2' of core at one time. Left to right: Bill Albright, Jerry Rogan, Harvey Wilke and John Horeack. (7) Jerry Rogan lays out the cores in the rain. The cores are sent to Helena, along with the logs, for study. (8) The drill is shown "making hole." John Horeack, in the background, has just checked the pump at his feet. Drill and tools cost $2,600. (9) Bill Albright pushes the hydraulic pump handle to force the diamond core bit deeper into the rocks. The drill is powered by a 9 h. p. Homolite engine. (10) Harvey Wilke "nails down" the location with John Rogan's assistance.

(A) "These highway picnics get tiresome, five days a week," said Bill Albright on the left as the crew paused for lunch. Seated next to Albright is John Horeack of Lewistown, Harvey Wilke, Forsyth and Jerry Rogan of Butte. All men are single and in the habit of putting up their own lunches.

(B) A total of 16 holes will be drilled in an effort to find rock on which to build a bridge. From appearances of this picture, rock is plentiful in the area.



This chart shows where the funds to construct and maintain highways come from and how they are expended. This chart pertains to fiscal 1962.

THE GUY YOU WORK FOR
Training-in-Service Department

A fundamental principle of organization is, "everybody works for somebody." The "guy you work for" may be a front line supervisor or the top brass of your department.

The authority and responsibility of "the guy you work for" should be fairly well defined at lower level employment, but as you advance upward, the lines are not so clearly defined. At high levels, authority and responsibility sometimes merge in their fringe areas. This is as it should be, for no clear thinking management would advocate subordinating personality to conformity.

Personality, however, is a many-sided thing. It not only supplies the qualities of leadership which makes subordinates loyal, cooperative and the desire to perform, on occasion beyond the limits of normal job requirements, but it also promotes resistance to growth and may obtain measures of performance without incentive or job satisfaction.

Unfortunately, attention to personality is much more complex for "the guy you work for" than for you. He must deal with each subordinate on an individual basis, while you are primarily concerned with only one personality—him.

It is obvious that you can contribute much to the efficiency of the operation by giving attention to the problems of "this guy you work for." It is further obvious that some extra effort, on your part, to make his work easier, will pay dividends both to yourself and to the organization. Being helpful, to "The Guy You Work For," makes your own work easier and makes promotions easier to attain.

We were happy to see this clipping from Owen Gehrett's *Silver State Post.* It goes to show that when a town has something to offer the tourist, that they will come in to town, while the person who didn't want to stop goes on by, reducing the congestion in the town and allowing more parking and room for the driver that wants to come in.

From *Silver State Post* of Friday, Sept. 14, 1962:

"BY-PASS FAILS TO DIVERT TRAFFIC FLOW—Count Shows 56 percent choose city routing.

"The $4 million Interstate highway by-pass around Deer Lodge is claiming less than half of the traffic that flows through the valley, according to traffic counts made available to the Silver State Post by H. T. Buswell, planning survey manager for the Montana Highway Commission in Helena.

"According to the latest traffic count made by the Highway Commission in June, there was a total of 5,102 vehicles traveling both north and south in the valley during a 24-hour period. The count indicates that about 56 percent of the traffic or 2,826 vehicles chose the route through the Deer Lodge business district in preference to the new Interstate loop around the town. Taking the by-pass were 2,276 machines.

"Mr. Buswell also pointed out that preliminary figures for the summer months indicate an increase of about 25 percent over last year in the Deer Lodge area. This increase corresponds to recent information released by the Yellowstone Park superintendent which said that traffic in the park was up nearly 26 percent over the previous season."

There is also a clipping from Deer Lodge with much documented evidence to show that after a new route through the edge of town is completed, the town, after a brief transition period, generally makes a rapid improvement.

HEAVY OUT-OF-STATE TRAFFIC

"According to a manual classification count taken by the Highway Commission at the Garrison junction on June 12, findings show an increase in out-of-state passenger cars of 54 percent when compared with a similar count taken at the same time last year.

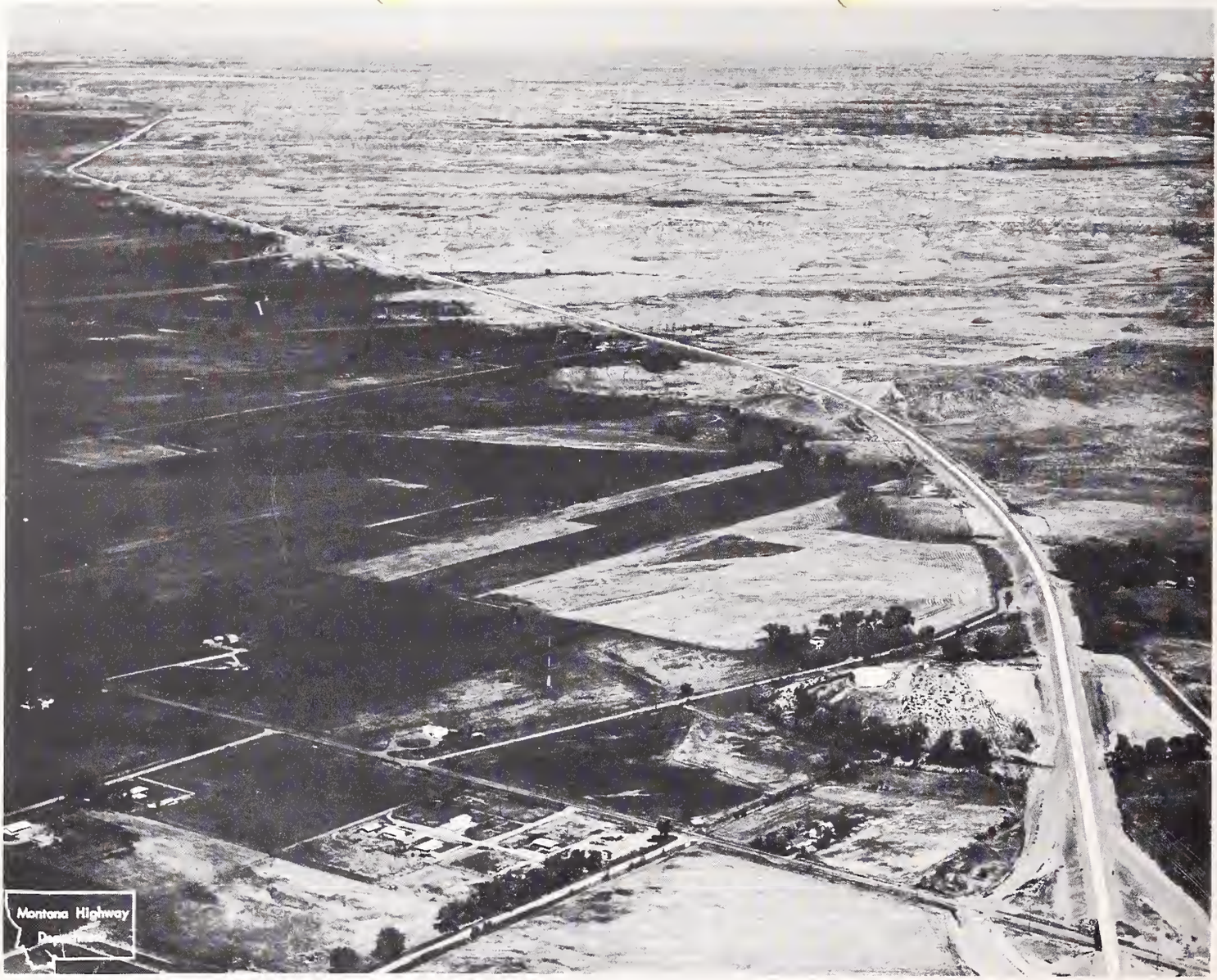
"Commenting upon the fact that 550 more cars daily chose the routing through Deer Lodge than around, Robert J. Sewell, secretary of the Deer Lodge Chamber of Commerce said that it is obvious that the signing project of the Chamber with fine signs provided by the JC's and others, are effective and producing results."

SERVICE AWARDS FOR AUGUST

Fifteen Service Awards were presented in August, with three men receiving receiving five-year pins, two receiving 10-year awards and three having earned 15-year pins. Clarence Farry and Irene Moran of Great Falls received 20-year pins; Ted McKinney and Clifford Smith of Butte, and Don Williams of Helena also were presented 20-year pins. Jay George and Helmer Hugelen were presented 25-year pins. Congratulations!

WOLF POINT DIVISION

Richardson Construction Company, Incorporated, completed work on the four-lane highway through Glasgow on August 31st. Here are two "before and after" pictures to give you an idea of the face lifting effect the highway construction has created.



The broad new ribbon of concrete extending across the valley south of Miles City, and extending through the hills west of the town, will provide much driving safety and comfort to the traveling public. This photo, taken from the highway plane, is looking eastward from just above the south edge of Miles City. The photo shows how the new section of Interstate 94 traverses the edge of the irrigated land.

The Center Line
STATE HIGHWAY DEPARTMENT
Helena, Montana

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